

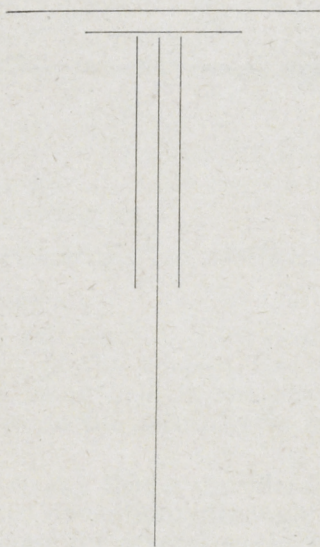
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# REPORT

of the

## 1948 CONVENTION

of the HUDSON BAY ROUTE  
ASSOCIATION



Held in  
THE HOTEL SASKATCHEWAN, REGINA, SASK.  
on WEDNESDAY, MARCH SEVENTEENTH  
1948







# REPORT

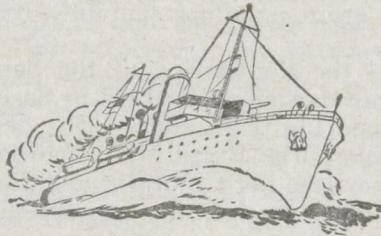
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## 1948 CONVENTION OF THE HUDSON BAY ROUTE ASSOCIATION

Held in THE HOTEL SASKATCHEWAN, MARCH 17, 1948

REGINA

Sask.



Mr. W. G. Streeton, President of the Association called the meeting to order at 10:00 a.m. with a few remarks of welcome to the delegates.

### PRESIDENT'S ADDRESS

Ladies and Gentlemen,

It gives me great pleasure to welcome you to the third Annual Convention of the Hudson Bay Route Association, especially as it is being held in the city of Regina which gives a wider scope to the members in the south to attend the Convention.

I am pleased to say that a considerable work has been done since the last Convention, although the Secretary suffered a serious illness for several weeks last year, which to quite an extent, interfered with our program. However, some important meetings were held and our Association was represented by various officials at several Conventions in Saskatchewan and Manitoba. They were well received and brought back encouraging reports indicating interest in our work.

I would like to take this opportunity of thanking Honorable L. F. McIntosh for supporting the excursion to Hudson Bay and Port of Churchill. The excursion was a



great success and created a great deal of interest in Western Canada. The 1947 exports were the largest in the history of the Port, consisting of approximately 5 million bushels of wheat and 5 million board feet of lumber. We also had sizeable imports, the details of which will be presented to the Convention in due course. There are three types of savings possible on wheat shipments via Churchill:

Savings on freight charges which accrue to the Canadian Wheat Board.

Savings in operating costs on the Hudson Bay Railway.

Savings on much needed dollars to Britain.

This is made possible because the Hudson Bay Route is 1000 miles shorter than the all rail route to the Eastern Ports. However, much more grain could be handled and, we must strive to obtain shipments of at least 16 million bushels annually to place the Railway upon a paying basis. The Port and grain handling facilities are as good as any in Canada.

I attended the Convention of the Saskatchewan Association of Rural Municipalities held in Saskatoon last month and had an opportunity to address the delegates on behalf of our association. The Rural Municipalities are among our strongest supporters, both morally and financially, and the Convention passed a strong resolution endorsing our program.

While imports via Churchill were somewhat limited last year, Mr. W. J. Hansen, Provincial Trade Director, is to be highly commended on his efforts to promote imports of goods through Port Churchill. It is a good business to Buy British and, while I realize that to do so may, for a time, present some difficulties to our businessmen, I hope that they will aim at increasing their purchasing from Britain progressively every year.

In conclusion, I would like to thank the Saskatoon Board of Trade, the United Farmers of Canada, the Press and Radio Stations, for their splendid assistance in helping to promote the development of the Hudson Bay Route.

#### **Mayor McGillivray Welcomes Convention**

Mayor McGillivray was introduced to the Convention by Mr. Streeton and in welcoming the delegates to the city brought greetings from the Council and from the citizens of Regina as a whole. He expressed the belief that the Convention would prove of value not only to rural Saskatchewan but to the whole province. Mr. McGillivray recalled the formation of the first committee on the Hudson Bay, of which he was a member, and wished the Convention every success. He assured the Convention he would be glad to give any assistance possible.

A vote of thanks was extended to Mayor McGillivray by the President.



The President read the agenda which was approved as read.

Mr. Streeton called upon Mr. Eliason, secretary of the Association to present the Annual Report of the activities of the Association.

### **Secretary's report and financial statement**

Gentlemen:

Our 1947 Convention was held in the City of Saskatoon on April 30th. Following the Convention, we published 10,000 copies of the Convention Report. We included an addendum with the Report which contained a brief but informative history of the Hudson Bay Railway and the Port of Churchill, copies of the Report were distributed to all Municipal Councils, the Co-operatives, U.F.C. Locals, Boards of Trade and City, Town and Village Councils in Saskatchewan, Alberta and Manitoba, 100 copies in the Central United States and 100 copies were sent to our contacts overseas. We received many favorable comments on this Report and some membership fees and donations. While the cost of printing and distribution was rather heavy, we feel that the money was well spent. We have not been able, however, to further publicize the advantages of the Route with the exception of the Press Statements which have been issued from time to time.

### **THE EXCURSION**

Last August we had a very fine excursion to Churchill sponsored by the Saskatchewan Government. This served as good advertisement for the Route as well as providing a very nice holiday for the many tourists who availed themselves of the opportunity to visit Canada's Northern Port.

I am glad to report that the Government is sponsoring another excursion this year. It is to be hoped that these excursions will become annual affairs and that in the near future, they may be extended to Europe. This year the time of the excursion has been extended so as to provide two full days at Churchill. This will give the people a better chance to see the sights as it were.

### **EXPORT AND IMPORTS**

During the 1947 navigation season, we had fairly large exports and imports, the extent of which I am sure, will be outlined by the Provincial Director of Trade. We feel, however, that it was but a beginning and, that our efforts to secure larger quantities of exports and imports must continue. The situation this year is not too promising. I advised Mr. Graham Spry, Saskatchewan Trade Representative in London, that 10 million B.F. of lumber was available here for shipment. He replied "The present Agreement between Canada and Great Britain has only a three months



run, and no one knows how the Agreement will stand in April and May. Until some new Agreement is made, the British Timber Control here can make no purchases and can plan none." I brought this matter to the attention of the Minister of Trade and Commerce, Honorable C. D. Howe, and he replied "In respect to the renewal of the British Timber Control, this is a matter which primarily rests with the Timber Controller in Great Britain, the question of Canadian sources of supply and method of shipment is a matter for the British authorities, who naturally allocate their purchases abroad in a manner best suited to their requirements." In the matter of shipment of wheat, we can get no assurance from the Wheat Board as to the quantity of wheat which they are prepared to ship via Churchill. It will apparently depend on the new crop in the preferential freight areas. We have investigated the possibility of securing various other exportable goods for shipment via Churchill. For instance, products of the Horse Co-operative plant at Swift Current. The Manager, Mr. S. F. Shields in a recent letter stated that they were quite interested but I quote—"Products such as pickled meat that goes to Belgium, we thought could be arranged quite easily, but we are informed that there were no facilities for handling barrels at Churchill and permission could not be granted to load this cargo on the dock. The chief difficulty so far, has been that we cannot secure the tariff on the goods mentioned above Via Churchill." I brought this matter to the attention of Honorable C. D. Howe and he replied—"In reply to your inquiry, we are informed by the National Harbors Board that the statement 'there are no facilities for handling barrels at Churchill' is not according to fact and that there should be no more difficulty in handling barrels of pickled meat at Churchill than at any other Port in Canada. The question of securing shipping space or rates is a matter for the shipping companies concerned."

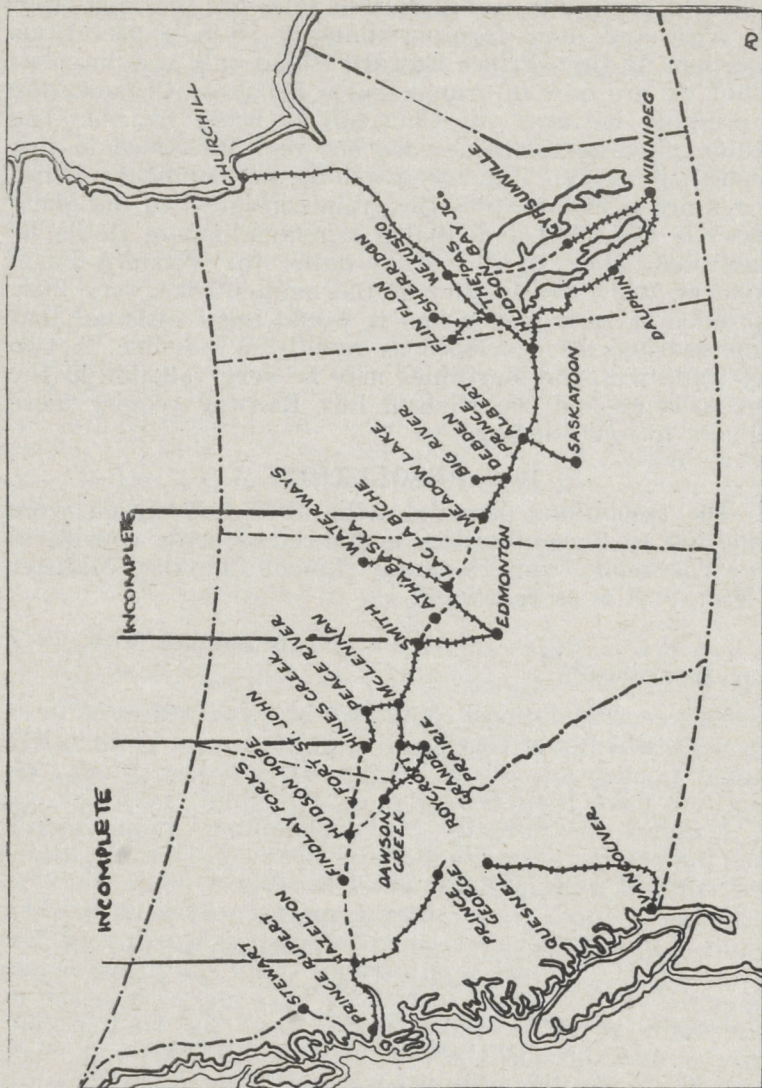
### RAILWAY EXTENSIONS

Bearing in mind that main Railways require feeder lines and more Railways are needed in the North of the Prairie Provinces to help development of Natural Resources, your officials feel that this matter should receive immediate consideration. Railway extensions are required from the Peace River district in Alberta East to connect with the Hudson Bay Railway, also extensions of the Saskatoon-Aberdeen line past Carrot River and from Kelvington North to The Pas. In Manitoba a line is required from Gypsonville to Wakusko.

I hope that the Convention will give consideration to ways and means whereby this matter can be brought to the attention of the authorities most effectively.



The Map below indicates where extensions are required to complete existing Railway Lines.





## GRAIN TO THE MARITIMES

During the past two years we have kept in close contact with the feed and fodder situation in Prince Edward Island. The farmers there are interested in the purchase of wheat, feed grain and fodder from the West. They estimate that there is a potential market for one hundred million bushels of grain but, transportation rates are too high from the West and their farming industry is in a precarious condition. At first, Prince Edward Island only was interested but we are now informed that a Maritime Organization to promote business via Churchill is being formed. The regular shipping companies are not very interested in this proposition as yet but, are watching developments. What we require is export rates for grain consigned to the Maritimes via Churchill and, that a regular shipping Route be established. The export market outlet for Western Farm Products, while satisfactory at the moment, has very little assurance of permanency and it would seem essential that home markets be developed as rapidly as possible. A two way trade with the Maritimes may be very valuable in the days to come and the Hudson Bay Railway require more business to make it pay.

### 1947 RESOLUTIONS

The resolutions passed by the 1947 Convention were submitted to the authorities and received some consideration. The reply from Honorable Lionel Chevrier, Minister of Transport is as follows:

September 10th, 1947

Dear Mr. Eliason,

The representations contained in your letter of July 7th, with which you forwarded a printed copy of the 1947 Annual Convention report of the Hudson Bay Route Association, have been receiving departmental consideration.

I regret the pressure of Parliamentary requirements since the receipt of your letter has been considerable, and I have not had time in the interval to reply.

While I must repeat that I see no sufficient reasons in the representations of your Association to warrant the setting up of a Royal Commission, I can quite appreciate the sense of difficulty experienced by your Association in your desire to increase the traffics over the Hudson Bay Railway and through the Port of Churchill. I would very much like to see this objective achieved, and wish to assure your Association of my complete sympathy in endeavoring to afford the assistance of the Dominion Government in every reasonable and practicable measure.

I noted some time ago with very great interest the appointment of an Overseas Trade Commissioner by the



Saskatchewan Government, and consider this a move in the right direction.

I also note the resolution which suggests that, in the interests of two-way traffic, a Western Trade Representative be appointed to discuss with Western distributors details of traffic procurable from Overseas exporters. If action is taken along this line I think there should be beneficial results and in fact it would seem to me that all three prairie Provinces might with advantage each have an official for that purpose, but such officers should definitely be in the employ of the Provinces.

It would appear to be essential, too, that the individuals selected have adequate knowledge and experience in matters affecting transportation of commodities with which they would be concerned. Should effect be given to this suggestion, I shall be glad to take up with the Canadian National Railways the possibility of the assignment of a railway officer, experienced in these matters, for the main purpose of assisting the Provincial officers in obtaining promptly and comprehensively such information as they may require from the Railway. Such men, with the assistance which would be extended by a special officer assigned by the Canadian National Railways, could explain, I am sure, to the satisfaction of your Association, many of the difficulties with which you are concerned, such as the situation with respect to export rates on grain from the Prairies to Churchill, and the possibility of developing a market for feed grains in the Maritimes.

I may also say that no objection exists on my part to placing the local tariffs on the Hudson Bay Railway within the jurisdiction of the Board of Transport Commissioner in the same manner as the jurisdiction applies to all other railways in Canada, notwithstanding that I do not believe that the avenues presently available to bona fide shippers for obtaining consideration as to the justness of the rates presently established could not afford the same result as will be obtained by subordinating these rates to the jurisdiction of the Board of Transport Commissioners. The situation is simply that the Minister of Railways and Canals and the Minister of Transport have never had any stated cases for reduction of rates before them.

With respect to the Hudson Bay Railway operating "under construction," that situation exists because of the special circumstances under which the Hudson Bay Railway operates, and that qualification would quite likely have



been removed had sufficient traffics developed to justify the additional expenses that would be occasioned by increases of operational personnel in excess of the manner justified by the existing volumes of traffics. I am advised that the Department has always felt it to be in the interests of the Western community that the expenses of operating the road be kept to lowest consistent levels. This question is under examination for the purpose of ascertaining the possibilities of having the "under construction" qualification removed.

I would expect that the engagement of Trade Commissioners on behalf of the Provinces, together with the assignment of a competent Traffic Officer of the Canadian National Railways to assist such Commissioners, would afford a much better answer to your problem than the appointment of a Traffic Solicitor in the employ of the Hudson Bay Railway.

Please accept my assurance that I will be much interested in the development of traffics for the Hudson Bay Railway and the Port of Churchill .

Yours very truly,  
(Sgd) LIONEL CHEVRIER.

As regards rebuilding the cattle pens at Churchill, we are advised that it is more practical to use the stockyards at The Pas.

There is no reply to the resolutions requesting that warehousing and storage facilities be established at Churchill, nor have we any reply to our request for loading and unloading facilities for coal.

We also requested that the Dominion Government provide ships for transport of cargoes. We are informed that the Dominion owned ships have been transferred to private shipping companies.

#### MEMBERSHIPS

On March 1st, we had 183 individuals, 58 Rural Municipalities, 2 Cities, 8 Towns, 7 Villages, 12 Locals of the United Farmers, 10 Wheat Pool Committees, 12 Local Co-operative Associations, 10 Boards of Trade, 27 Private Businesses, The Saskatchewan Wheat Pool and the Saskatchewan Federated Co-operatives. In Manitoba we have the Manitoba Federation of Agriculture and in Alberta the Farmers Union.

The audited Financial Statement follows:



Statement of Income and Expenditure for the 12 months  
ending 28th February, 1948  
**INCOME**

Memberships:

Individual .....	183.00	
Rural Municipalities .....	1,035.00	
Villages .....	25.00	
Private Business Corporation .....	145.00	
Boards of Trade .....	115.00	
Cities .....	160.00	
Towns .....	75.00	
U.F.C. Locals .....	50.00	
Wheat Pool .....	500.00	
Co-op Associations .....	65.00	
Wheat Pool Committees .....	65.00	
Alberta Farmers Union .....	50.00	
	<hr/>	2,468.00
Donations .....		100.00
Interest on savings .....		17.00
Exchange .....		.15
		<hr/>
Total Income .....		2,585.17
Cash on hand 1st March, 1947 .....		93.00
Cash in bank 1st March, 1947 .....		1,233.00
		<hr/>
To account for .....		\$3,911.25

**EXPENSES**

Honorarium-Secretary (Two years service) .....	500.00	
Office assistance .....	524.96	
Travel: President .....	276.50	
Directors .....	770.00	
Literature .....	737.31	
Postage .....	109.72	
Stationary .....	71.99	
Telephone and telegraph .....	38.10	
Office Supplies .....	16.05	
Luncheon .....	65.00	
Booster Buttons .....	33.15	
Income Tax .....	9.85	
Cartage .....	1.50	
Exchange .....	10.35	
Miscellaneous .....	10.00	
	<hr/>	
Total Expenses .....		3,175.09
28th February — Cash in bank .....		681.16
Cash on hand .....		55.00
		<hr/>
Accounted for .....		\$3,911.25



We have prepared the above statement from the books and vouchers and find it is correct.

Saskatoon, 10th March, 1948.

FERGUSON, HARRIS & FINGARSON  
By G. E. M. Harris.

MacNeil—Hansen: That the minutes of the last annual convention and secretary's report be adopted as read. Carried.

In the discussion which followed the Secretary's report, the question of the Timber Agreement between Canada and Britain, which expires March 31, was raised. It was pointed out that the Firm of Dobell controls the import of lumber into the United Kingdom while the export of lumber from Canada is in the hands of the firm of Nicholson and Cates of Burlington, Ontario. The Canadian lumber exported to Great Britain last year was well received and Mr. Nicholson advised that there are 10 million feet of lumber available for export to Great Britain in the coming season but confirmation of orders can not be received until the Timber Agreement is renewed. Another factor in the way of exporting lumber is the present dollar shortage in Great Britain.

Mr. Eliason suggested that the Port of Churchill might be used for bringing in immigrants to Western Canada. He pointed out, also, that in Saskatchewan we have many persons in the lower income group who originally came to Canada from Europe and who, because of prohibitive travelling costs, have never had the opportunity to revisit their old homes. He felt that this group would be very interested in the establishment of a passenger service between Churchill and Europe and would be content to do without many of the comforts provided in first-class travel in order to cut down on the cost. Mr. Eliason suggested interesting a steamship company in this project.

It was pointed out by Mr. Eliason that the Association must take a long term view of the problems of the development of Churchill and even though at present it is not practicable to export cattle and coal through the port, a study of this subject would be worthwhile. The Association should press for facilities at Churchill for loading and unloading coal. The whole problem is not a problem of getting a few extra bushels of wheat through Churchill in any one year but is a long term proposition and must be dealt with as such.

Telegrams of greetings were read from: Mr. W. B. Moore, Chairman, Melville Hudson Bay Route Association, Mr. Peter Dalglish, R. S. Dalglish Ltd., Newcastle on Tyne. And letters were read from: Mr. Roy Knight M.P., Saskatoon, Mr. Graham Spry, Agent General for Saskatchewan, London, England.



## Appointment of Resolution Committee

It was decided that the Chairman should appoint three members for this committee and the following were named: Mr. J. M. Henderson, Regina; Mr. McIntosh, North Battleford; Mr. S. N. McEachern, Saskatoon. The President advised the convention that some resolutions were already in the hands of the Secretary and if there were any other resolutions to be dealt with they should be handed to the Resolution Committee before lunch.

In a discussion regarding the financial condition of the Association, it was pointed out by Mr. Eliason that the work of the Association is financed by voluntary contributions and that, unless a real campaign for funds is put over in Saskatchewan and extended into Manitoba and Alberta, it will be impossible to carry on effectively. Following a decision of the Board to appoint field men to carry on this campaign, Mr. Eliason and Mr. Streeton undertook the task of locating men for this work. They were successful in finding two whom they considered suitable for the job—Mr. William Phipps of Chelan who has as yet not started work, and Mr. S. Smith of Saskatoon who already has proven to be most satisfactory. These field men were only appointed to work until the time of the Convention and it is up to the delegates to decide whether or not they are in favor of continuing their services. In some places it is felt that inasmuch as the Government has appointed a Director of Trade Services, the work of this Association is not necessary but Mr. Eliason felt that in view of the many matters which are dealt with between the Provincial and Federal Governments it is hardly fair to expect the Provincial Government to carry the full responsibility of promoting the use of the Hudson Bay Route.

Financial assistance from Alberta and Manitoba is insignificant but it is felt that the people of both these provinces are very much interested in the development of the Hudson Bay Route and if the people get behind this Association, the Governments will eventually have to fall in line. The work of the field men in Manitoba and Alberta, as well as in Saskatchewan, will consist of paying visits to various towns and cities to line up contacts and discuss the importance of the development of the Port of Churchill with businessmen and farmers. Businessmen should be informed of the rates to Churchill as compared to Montreal.

It was the unanimous opinion of the Convention that the only way to counteract adverse criticism of the Hudson Bay Route is to go to work and build up two-way trade between Canada and the World via Churchill. As the port begins to function and business over the route expands subversive arguments will disappear. It was suggested that an excellent opportunity to publicize the Port is available



through the financing of an exhibit, with appropriate pamphlets, at the International World Trade Fair to be held in Toronto May 31—June 12. This suggestion is to be considered by the Board.

Discussion took place regarding the possibility of interesting young people in the development of this route and it was suggested that the Department of Education be approached on this suggestion. The possibility of sponsoring an Essay Contest with a trip to Churchill as the prize was discussed.

Mrs. Bradley brought greetings from the United Farmers of Canada and on behalf of that organization wished the Convention every success, adding that wherever the United Farmers of Canada is in existence it is willing to render all possible assistance to the Hudson Bay Route Association.

**Hon. J. L. Phelps addressed the luncheon tendered by the Provincial Government.**

#### **MR. PHELPS ADDRESS**

One of the major obstacles in the way of the full use of the Hudson Bay Route is the fact that the management of this route is not in the hands of those directly concerned with its use. It has long been known that Eastern interests oppose the use of this route and until such time as a Western Board of Management is set up to take control of the Hudson Bay Railway and the Port of Churchill out of the hands of the disinterested parties the development and promotion of the route will receive little consideration. The route has now passed beyond the experimental stage and the time has come when it should be given a chance to prove itself of real advantage to Western Canada as a whole.

We hear a lot of talk about the cost of construction and it is well to remember that this cost was paid for by Western Canada. At the time the Welland Canal was begun the cost of construction was estimated to be about \$50,000,000. The actual cost was closer to \$131,000,000. The Federal Government is now giving consideration to the St. Lawrence Water Route project which is to be carried on jointly with the United States. This will involve not only the deepening of the St. Lawrence River, but also the deepening of Canadian harbours and will cost Canada an estimated \$860,000,000. While this may be a worthwhile project and may prove of real value to the over-all economy of our country, I feel that, at the same time, it is only fair that some thought should be given and some action taken toward the use of Port Churchill, one of our best "natural" harbours and the logical outlet for trade between Western Canada and the United Kingdom.

All promotional activity with regard to the Port of Churchill seems to be directed toward bringing the volume



of inward cargo into line with the volume of outward cargo and getting the Railway and Port operating on a paying basis. While this is very commendable, it is not the sole objective. According to the National Harbours Board report for 1946 the tonnage of incoming cargo on the St. Lawrence River and through the Welland Canada was just one-quarter the tonnage of the outgoing cargo, and when you consider that the 1946 deficit in operations of all harbours was \$1,544,678 it is plain to be seen that the operating deficit at Churchill is just a drop in the bucket.

The real economic wealth of any country is in her natural resources, her citizens, and their ability, willingness and knowledge to convert resources into finished products. Northern Saskatchewan, from Prince Albert to the northern boundary, makes up over half our province and contains a large part of the wealth of Saskatchewan. Saskatchewan is not the richest province in Canada but neither is she the poorest. The unexplored portions of our northland are rich in minerals, furs, fish and lumber. Steps are being taken to conserve our lumber reserves, which in the past were constantly being depleted by forest fires, and to restock our lakes and forests with fish and furs. White men accuse Indians of not being conservationists, but this is not the case. With little effort on the part of the white men Indians can be taught to conserve our natural resources. The Indians have been treated as wards of the government too long and it is time we started to treat them like citizens of Saskatchewan. Indians who have received any education at all are interested in what is going on in our country and should be given a voice at vote. The time for the exploitation of the red man is past and through the services of the Fish Board and the Fur Marketing Service these people are now receiving stable prices for their fish and furs. One of the big problems in the North is the illicit traffic of liquor among the Indians by the white man and I feel that if the Liquor laws were amended so that the native people could buy their liquor the same as the white men this would do away with much of the bootlegging which has been and continues to be a very serious problem in the North.

In addition to the conservation program of the government, steps are being taken to restock our northern areas. Several plane loads of beaver have been transplanted to our northern lakes, new dams are being built in connection with the muskrat development plan, and closed seasons have been declared for big game.

One drawback in the development in our far north country is the absence of roads. Once a fire starts in the forest area, large tracts can be burned out before it can be reached as the only means of transportation is by dog



team or on foot. The use of the aeroplane in patrolling these areas will prove extremely useful in locating and fighting forest fires. An extensive road building program has been planned and in some parts of the country construction is now under way. The network of roads will bring hitherto isolated parts of the country in easy reach and will greatly facilitate the development of our northern resources.

Referring to the need for the extension of additional railway facilities, in northern Saskatchewan in particular, Mr. Phelps pointed out that most of the existing lines were constructed in a general south east and north west direction. He stated that it was imperative that the short link of railway from Beaver Crossing in Alberta to either Meadow Lake or St. Walburg be constructed together with extensions of additional feeder lines to strategic points in the north. This would provide more economical transportation by rail, and supply a steady flow of commodities to the lines which would be used as feeders to the Hudson Bay route.

Northern Saskatchewan is on the threshold of a new era. With the development of its resources and transportation it will play a more and more important part in the economy of Saskatchewan and Western Canada, and will prove of inestimable importance in the promotion and development of the Hudson Bay Railway and the Port of Churchill.

A vote of thanks to Mr. Phelps for his very fine address was moved by Mr. Pachal.

Hon. L. F. McIntosh, chairman of the Western Hudson Bay Route Policy Committee, was introduced by the President.

#### ADDRESS BY HON. L. F. McINTOSH

Mr. McIntosh pointed out that the struggle for the Hudson Bay Route dates back to the early days of this province and that the period from 1931 when the Hudson Bay Railway was completed is a relatively short period in the history of transportation. A much longer time was required to establish other Canadian ports. In the 25 years during which the people of Western Canada have been active in the promotion of the Port of Churchill, through the "On-to-the-Bay Association and more recently the Hudson Bay Route Association, much progress has been made and much valuable information has been gathered.

There are many problems to be faced in connection with the development of the Port of Churchill and among these is the question of insurance and the lengthening of the season of navigation. Much valuable experience was gained last year by the Captains of the ships which entered Churchill and it is hoped that experience will lead to a re-



vision of insurance rates to bring them more into line with insurance rates into other Canadian ports.

Negotiations are under way with respect to inward and outward cargo through Churchill in the 1948 season and it is hoped that the volume of shipping through the Port of Churchill will exceed that of previous seasons. Mr. Dalgleish of the R. S. Dalgleish Shipping Company is planning to visit Saskatchewan the latter part of May and at that time he will be making a survey of imports similar to the one made a year ago. In connection with the movement of wheat via Churchill the objective has again been set at 15 million bushels and it is hoped that, with the co-operation of the Canadian Wheat Board and the British Ministries concerned, this objective will be attained.

The present dollar shortage in the United Kingdom presents a serious problem. In an effort to relieve this situation, hard currency areas are being given priority in the export market. If Saskatchewan is going to continue to export surplus foodstuffs to the United Kingdom, it is becoming increasingly important to buy Britain's manufactured goods. British manufacturers are becoming more and more interested in Canada and an increased number of British agencies are being set up in Western Canada. With the increase of exports to Canada from the United Kingdom it is more than likely that a portion of the material will pass through Churchill and it is hoped that the coming shipping season will prove to be the best in the history of the Port.

In closing Mr. McIntosh expressed the hope that the coming years will bring a realization of the ambitions of the Association and that its efforts will be appreciated not only in Western Canada but also in the United Kingdom.

Mr. C. McIntosh moved a vote of thanks to Mr. McIntosh for his interesting remarks.

#### **ADDRESS BY MR. W. J. HANSEN,**

##### **Director Trade Service Department**

"Mr. Eliason pointed out that when the elevator was constructed it was not meant as a storage elevator. Loading facilities were built on what is known as rapid transit delivery system. The elevator was constructed so they could put through approximately 50 million bushels of wheat and the question was raised as to whether or not the railway is so organized that it could continually ship wheat over the route during the entire navigation season. For that reason, Mr. Eliason reported, he has taken up with the Canadian Wheat Board and other authorities the possibility of placing certain storage facilities at the disposal of the railway, for instance, the terminal elevators at Moose Jaw and Saskatoon. This would give something to draw on as



direct shipment depends to a great extent on the type of harvesting weather. So far no satisfactory answer has been received. These terminal elevators were built to provide storage in case of emergency but such emergency has not arisen for many years. Storage is there and should be utilized as we can not look for storage at Churchill to meet this situation although there are loading facilities at the Port. Mr Eliason reported that two years ago when he was in Churchill he discussed this matter of storage capacity with the people engaged in the various departments of the elevator. A meeting was called one afternoon and the opinion was that 35 million bushels could go through the elevator. A wheat bank of 14 million bushels at the three terminal elevators would eliminate a great deal of the difficulty of having wheat in position for shipment. If ships have to leave the port with less than a full cargo it is a black mark against Churchill.

The construction of the Hudson Bay Railway, the terminal elevator, wharf and dock facilities at Churchill, Manitoba, were completed for operations in 1931.

During the past sixteen years, public expectations regarding the utilization and economic value of the Hudson Bay Route have not been realized!

In these circumstances, the Continuing Technical Committee on the Hudson Bay Route (set up by the Interprovincial Committee comprising representatives of the prairie governments and the Hudson Bay Route Association) has been assigned the task of determining:

(a) The present disabilities under which the Hudson Bay Railway and the National Harbour Board facilities at Churchill are being operated, and

(b) What action, if any, can be recommended which will ensure greater utilization of the Hudson Bay Route.

#### **Recognizable Disabilities of the Hudson Bay Route**

##### **1. LACK OF CONTROL.**

The terminal elevator and wharf facilities at Churchill are unique in Canada in that they are the only facilities of this nature which are owned and "OPERATED" by the National Harbour Board for the Federal Government. Being only one of a number of Ports under its jurisdiction for administration, it cannot be expected to "operate" Churchill to the disadvantage of other Canadian Ports.

The Hudson Bay Railway is owned by the Federal Government but is operated by the Canadian National Railway for the Federal Department of Transport. This situation presents the anomaly of an agent operating a business which is in competition with the main business of the agent.

At the moment the farmer on the prairies delivers his wheat to his local elevator, the control passes out of his



hands and into the Canadian Wheat Board. The primary function of this marketing agency is to get wheat moving into commercial channels to meet its contracts and commitments. It is NOT interested in nor responsible for the movement of wheat to any one port. Churchill is just another port as far as it is concerned.

The British Ministry of Supply, with which the Canadian Wheat Board has contracted the Bulk of Canadian wheat supplies, is interested in securing a continuous flow of wheat to the United Kingdom in the most direct route and in the shortest time during this short crop period. Under the terms of the Canada-United Kingdom Wheat Agreement, wheat is transported in British bottoms from the Canadian Ports. The British decide what ports they are prepared to use. There may even be a little confusion on this point as between the Canadian Wheat Board and the British Ministry of Shipping, which is best illustrated by what happened in 1947. In promoting the use of the Hudson Bay Route the Saskatchewan Government were told by the British Ministry of Shipping that boats would be available into Churchill, provided that the wheat was there, and the Canadian Wheat Board assured the Saskatchewan Government that the wheat would be there if shipping was assured.

The Saskatchewan importer wants to know if and when there is a Churchill sailing with cargo. He is told that there will be a sailing, if wheat is placed at Churchill by the Canadian Wheat Board, and if the British Ministry of Shipping puts in boats to take it out. (You have guessed his reply.)

In addition to the commercial firms interested in operations of the Hudson Bay Route, there are two Federal Departments (Transport and Trade and Commerce), two British Departments (Food and Shipping) and three prairie province governments which have a direct or interested concern in policy and operation of the Port of Churchill.

### **Conclusion:**

The foregoing is a matter which recommends itself to the attention of the Interprovincial Committee on the Hudson Bay Route for discussion and clarification with the federal authorities concerned.

### **(2) The Limited Shipping Season.**

The present day period of navigation to Churchill, Manitoba, is from 5 August to 10 October—a matter of 60-70 days.

During this period, return trips of cargo ships have not been an uncommon occurrence.

The short shipping season is recognized as a definite check to the economic development of the Port.



This is a subject worthy of close technical examination and study by competent authorities.

Information is required on "ice conditions" which may have a bearing on shipping routes and sailing schedules.

Ways and means require to be explored to increase the volume of traffic within the present season to compensate for the shortness of the season—increased unloading equipment, longer wharfs, a jetty perpendicular to the wharf to protect shipping from frazil ice, etc., are suggested.

### Conclusion:

It is recommended that Mr. W. J. Fisher, Area Traffic Officer, Department of Trade and Commerce, prepare a statement of this problem, and a research program for consideration, which will provide answers to this question.

### (3) Absence of a preferential export-import railway tariff on the movement of goods passing through the Port of Churchill.

From the outset of operations in 1931, the development of the port of Churchill has struggled against unequal odds and today this seaport enjoys the dubious distinction of being the only seaport in Canada which does not enjoy a competitive or preferential tariff on the movement of import and export goods.

Under the existing schedules of freight rate import-export rail tariffs on the Hudson Bay Railway, it is not reasonable to expect even a modicum of the normal volume of business which should accrue to this port.

Unless this impediment of a discriminatory freight rate structure is removed and the Port of Churchill is placed on a reasonable competitive basis with the other seaports in Canada, the normal development of the Hudson Bay Route will remain an economic impossibility.

The nature and extent of the economic blocks imposed on the development of the Hudson Bay Route, by means of the technique of discriminatory freight rate structure on the Hudson Bay Railway, is illustrated in the following comparisons:

### Chinaware:

	Rail mileage	L.C.L. Rate. cents per 100 lbs
To Regina		
from Churchill	845	197
Montreal	1707	298
Halifax	2367	319
Saint John	2131	319

At a glance it is evident that although the distance from Halifax to Regina is 236 miles greater than from Saint John to Regina, the freight rates are identical! — a case of discrimination in favor of Halifax.



A further glance indicates that the distance from Churchill to Regina is less than half the distance from Montreal to Regina, yet the rates from these points bear no relationship to mileage.

If the freight rate from Halifax to Regina is taken as a base, then the rate from Churchill to Regina should be proportionate to the mileage and should be reduced from 197 to 114 cents per hundred pounds, a matter of 83 cents per hundred. On the other hand, if the rate from Montreal to Regina is taken as a base rate, then the rate from Churchill to Regina should be reduced from 197 to 147 cents per hundred pounds, a reduction of 50 cents per hundred pounds. Either way, the freight rates from both Montreal and Halifax or Saint John are discriminating against Churchill.

The illustration deals with Chinaware, a Class 2 type of general merchandise. The accusation of discriminatory freight rates against Churchill, Manitoba, applies to all classes of merchandise, varying only in degree of difference.

Admittedly, while mileage is not the only factor in rate determination, it is a highly significant factor and provides a base upon which to widen enquiries as to other factors affecting the freight rate structure.

An increased opportunity for an importer to make savings on railway freight charges would be reflected in increased cargo and sailings with freight into Churchill.

The fact that the freight rate on various types of merchandise from Churchill to Regina, or other points of destination in Saskatchewan, are actually lower than the freight rates from Montreal to Regina has had the effect of a mask which has hidden the true facts of the underlying discrimination in effect. The disability is now unmasked.

### Conclusion:

It is suggested that this subject be discussed by the Interprovincial Committee with a view to the presentation of a brief from the prairie provinces to the Federal Government, Department of Transport, for the adoption of a preferential freight rate structure on the Hudson Bay Railway in favor of Port Churchill.

(4) The present level of operations and the rated capacity of the Hudson Bay Railway and port facilities are not capable of producing any appreciable effect on the economy of the prairie provinces.

At best a movement of 16 million bushels of wheat in a season will produce a break even result on costs of operation. Rated capacity is stated as being 25 million bushels, a turnover of 10 times under the most favorable conditions.

Present terminal elevator capacity is 2.5 million bushels, a limiting factor to increased volume of traffic. Con-



struction plans envisaged a terminal elevator with a capacity of 10 million bushels.

**Conclusion:**

Study of the cost, practicability and expected operational level of increasing the terminal elevator (and other facilities) to a capacity of 10 million bushels of wheat, and its effect on the wheat movement from the prairies is recommended.

It is further recommended that this study be drawn up by the Manitoba representative for approval, with a view to its being undertaken by the Manitoba representatives.

**(5) Hull Insurance Rates.**

The existing high Hull Insurance rates on vessels into Churchill, in comparison to Montreal, besides reducing net freight revenue to ship owners and charterers, also creates a resistance to willing use of the port.

**Conclusion:**

It is recommended that Mr. Spry prepare a memorandum on the subject based on available data from ship owners and the Imperial Shipping Committee to form the basis for a request from the Interprovincial Committee to the Federal Government and the Imperial Shipping Committee for a revision of rates.

**(6) Limited cargo sailing.**

There has been one, and only one, cargo sailing from the United Kingdom to Churchill in each season since 1931. The same shipping firm has consistently attempted to pioneer this route.

Canadian importers can ship cargoes via this sailing without incurring any penalty on the part of those who are members to an agreement with the Canadian North Atlantic Westbound Freight Conference.

Just how far the efforts of the presently interested shipping company can carry the promotion and development of increased traffic via Port Churchill is problematical. The chances for more rapid development would become considerably improved if one of the major lines—say Cunard—was to become interested in providing regular sailings into Churchill.

The present shipping company interested in inward freight cargo does not possess any 10,000 ton vessels. The boat used for incoming cargo and outgoing wheat, in 1947, was chartered. The inward cargo sailing schedule is not on a very firmly established basis as yet. As a result of the break in operations during the war years, promotion is back to where it was in 1931.

It is quite clear that considerable drive is necessary to establish an inward flow of merchandise via Churchill.



### **Conclusion:**

An aggressive campaign by each of the prairie governments, by radio, press, direct mail appeal, and by personal solicitation, to increase inward tonnage for Churchill in 1948 might be the answer to the present dilemma.

The Saskatchewan Government is committed to such a program of promotion. What support will be forthcoming from the sister provinces?

#### **(7) Ocean Cargo Insurance Rates.**

Cargo insurance rates from the United Kingdom to Churchill are double the rates to Montreal.

In 1947, a detailed study of 5 shipments indicate that insurance costs are, on the average, greater than the ocean freight.

### **Conclusion:**

The Saskatchewan Government Insurance Department have this matter under study. There are indications that rates may be offered in 1948 by the Saskatchewan Government which will effect savings of from 25-30% from the present rate level.

It is likely that competition by the Saskatchewan Government Insurance Department will have a tendency to bring rates down.

The objective is a rate structure comparable to rates in effect to Montreal in 1948.

#### **(8) Labor supply, stevedoring, housing and messing at Churchill.**

Overall labor and stevedoring requirements at Churchill are met by the National Harbour Board through National Employment Offices. About a dozen skilled stevedoring personnel are imported from Montreal each year. Labor for stevedoring is taken by the Stevedoring Company from the pool of labor maintained by the National Harbour Board on a contract basis.

Present housing and messing conditions for labor could be improved to advantage of morale and work output. Actual physical accommodation is adequate for the present low level of operations.

### **Conclusion:**

An assessment by Port officials of the National Harbour Board as to the adequacy of housing and messing accommodation for various levels of operation up to a movement of 25 million bushels of wheat is desirable, and is recommended for consideration of the Interprovincial Committee.

### **FINAL CONCLUSION**

It is desirable that a full scale test be made of the Hudson Bay Railway and the Harbour facilities at Churchill



in the 1948 shipping season and to this end the efforts of the Federal and United Kingdom authorities be co-ordinated and directed so as to achieve a minimum movement of 16 million bushels of wheat in 1948.

### 1948 OFFICIALS

Honorary President ..... Hon. L. F. McIntosh, Regina  
Colonel F. J. James, Regina  
President ..... W. G. Streeton, Plunkett  
Vice-President ..... J. M. Henderson, Regina  
Secretary ..... Frank Eliason, Saskatoon

### DIRECTORS:

S. N. MacEachern, Saskatoon; J. Knox, Moose Jaw; J. G. Cooper, Swift Current; T. Bobier, Moose Jaw; C. Pachal, Yorkton; Peter Howe, Leslie; Cameron R. McIntosh, North Battleford; W. A. Richford, Chelan; A. J. Hanson, Prince Albert; R. H. McNeil, Kississing, Manitoba; L. E. Pharis, McGrath; R. N. Russell, Athabasca, Alberta.

Smith-McPherson: That the next general convention be held in Prince Albert. Carried.

Adjourned.

### RESOLUTIONS PASSED BY THE CONVENTION

McEachern-Henderson:

WHEREAS exports via Churchill during 1947 navigation season amounted to only 4,975,766 bushels of wheat and 5½ million board feet of lumber, and

WHEREAS it is estimated that in order to place the operations of the Hudson Bay Railway upon a paying basis it is necessary that at least 16 million bushels of wheat be transported to Churchill annually, and

WHEREAS savings in dollars to the Western farmers and the British consumer is affected by the use of the Hudson Bay Railway and the Port at Churchill for export purposes, and

WHEREAS they required 16 million bushels which would make the operation of the railway profitable and would save the Federal Treasury from paying the present deficit, is but a very small portion of Canada's normal wheat crop and will not seriously interfere with the general movement of wheat,

THEREFORE BE IT RESOLVED that the 1948 Convention of the Hudson Bay Route Association meeting in Regina this 17th day of March urgently request the Dominion Government to take immediate steps which will assure that at least 16 million bushels of wheat be shipped via Port Churchill during the forthcoming 1948 navigation season. Carried.



McEachern-McIntosh:

WHEREAS the Hudson Bay Route Association and the Interprovincial Western Policy Committee during the past year carried on valuable promotional work in connection with the development of the Hudson Bay Route, and

WHEREAS information secured during this period indicates definitely that certain major difficulties in the way of the fullest development of this western trade route can not successfully be overcome without a full inquiry into all matters pertaining to the operations of the railway and the Port at Churchill,

THEREFORE BE IT RESOLVED that this convention again urge upon the Federal Government to appoint a Commission to investigate all matters pertaining to the operation of the Hudson Bay Railway and the Port at Churchill with particular reference to:—

- (a) The capital structure of the railway.
- (b) Charges for services provided by the Canadian National Railways.
- (c) Further necessary equipment of the Port such as facilities for loading and unloading livestock and coal.
- (d) Warehouse requirements at Churchill.
- (e) The possibility of development of natural resources tributary to Churchill such as coal, oil, etc.
- (f) Possibility of development of the fishing industry inclusive of processing.
- (g) Labor conditions at Churchill with a view to providing permanent employment and housing.
- (h) The question of securing permanent building sites for warehouses and residence purposes.
- (i) Educational and health services at Churchill.
- (j) The possibility of lengthening the present navigation season.
- (k) The possibility of shipping feed grain from Western Canada to the Maritimes via Churchill and develop a two way trade along the East Coast.
- (l) Cost of management.
- (m) Freight and insurance rates.
- (n) The effect of leases granted to the Hudson Bay Company covering trapping and the fur industry upon general development of the north land.

And all other matters having a bearing on developments which will ensure permanency, and further that the Hudson Bay Route Association be represented on the Commission.

Carried.

McEachern-Hanson:

WHEREAS applications of the Railway Association of Canada for General increases in freight, lake and certain express rates have been made to the Board of Transport



Commissioners for Canada and are at present under consideration by the latter body, and

WHEREAS in the event of the said application being granted either in whole or in part, the Railway Companies should make or cause to be made, either directly or indirectly, applications to the Honorable, the Minister of Transport for increases in either freight or express rates on the Hudson Bay Railway,

BE IT RESOLVED that this annual meeting of the Hudson Bay Route Association, assembled in Regina, Sask., on March 17th, 1948, do strongly recommend to the Honorable Minister of Transport that no increase in either freight or express rates on the Hudson Bay Railway be allowed. Carried.

McEachern-McIntosh:

WHEREAS anthracite and other classes of coal from Britain and other sources of supply has always had a limited market in Western Canada, and

WHEREAS wider markets for western coal, particularly from Alberta, could be secured in many parts of the world including other coastal points in Canada providing transport cost could be minimized which is possible by using the Hudson Bay—Port Churchill Route,

THEREFORE BE IT RESOLVED that to facilitate the handling of coal at Port Churchill, proper unloading and loading equipment be established at the Port as soon as required. Carried.

McEachern-Pachal:

WHEREAS the safety of the Hudson Bay-Port Churchill as a means of export and import was tested and proved by the use of the route in 1946 when a large volume of products and goods were safely exported and imported, and,

WHEREAS the maximum success of the project will largely be measured by the volume of goods imported by ships to Port Churchill from elsewhere, and

WHEREAS any modern port must be equipped with storage space for the assembling of outgoing and incoming goods,

THEREFORE BE IT RESOLVED that with a view toward encouraging and developing of international and coastal trade the Dominion and Provincial Governments give similar attention as that given to other Ports by establishing forthwith adequate and proper warehousing and storage facilities at Port Churchill.

McEachern-Hanson:

WHEREAS we commend the Saskatchewan Government for appointing an overseas trade commissioner to



encourage the purchase of products from the western provinces and to advise of the potential markets in those provinces to British and other exporters of consumable goods and the advantage of the Hudson Bay Route in shipping said goods to Canada, and

WHEREAS the effort of the Commissioner will be largely nullified unless wholesalers and retailers in the western provinces are willing and prepared to accept overseas goods for the widest possible distribution and sale to actual consumers, and

WHEREAS it has long been the practice of distributors of goods to personally discuss with qualified salesmen the merit and quality of goods which they would consider purchasing,

THEREFORE BE IT RESOLVED that in the interest of two way traffic through the Hudson Bay it is imperative that a Western Trade Representative be appointed by each of the three prairie provinces to personally discuss with western distributors the quality and price of goods procurable from overseas exporters.

McEachern-Knox:

WHEREAS it is to be deplored that Saskatchewan has largely borne the brunt of maintaining an active campaign to focus attention on the advantage of the Hudson Bay-Port Churchill Route,

THEREFORE BE IT RESOLVED that we appeal to our other western provinces to take a more active part in the campaign of the Hudson Bay Route Association and assist in increasing the membership of the Association and thereby more evenly spread the cost of the campaign which must continue until the project is in full operation, and that to this effect municipalities, both urban and rural, in Manitoba, Alberta and Saskatchewan be canvassed for their support. Carried.

McEachern-MacNeill:

RESOLVED that this convention request that the Minister of Transport and the Railway Companies give immediate consideration to the extension of railways in the north which will assist the development of the northern part of the prairie provinces and provide feeder lines to the Hudson Bay Railway. Carried.

McEachern-MacNeill:

RESOLVED that we continue the inquiry into the feasibility of shipping feed, grain and fodder to the Maritimes via Churchill, and to co-operate with the Maritime groups in this matter. Carried.



McEachern-McIntosh:

RESOLVED that the Delegates to this convention pledge themselves to boost the excursion to Churchill this year and to co-operate in every way possible with Honorable L. F. McIntosh with a view to making the excursion an outstanding success. Carried.

McEachern-MacNeill:

WHEREAS it is deemed urgent and essential that an Atlantic Coastal shipping service be immediately inaugurated plying between the Port of Churchill on the Hudson Bay Route in Northern Manitoba and the Maritime Provinces of Nova Scotia and P.E. Island and New Brunswick for the transportation of all kinds of general Merchandise between these points which will include shipments of all kinds of grain under freight rate tariffs supported by enabling regulations equal to the rail freight rates now charged for shipments of export grains from Western Canada.

THEREFORE BE IT RESOLVED that the Hudson Bay Route Association do herewith urge upon the Dominion Government the implementing of such procedure at the earliest possible date. Carried.

McEachern-Hansen:

**Hudson Bay Railway Short Cut Off to Winnipeg  
Through Inter Lake Region in Manitoba**

WHEREAS it is considered to be in the best interest of the Hudson Bay Route and Southern Manitoba and Central United States points to shorten the present rail mileage between Port Churchill and the City of Winnipeg by a reduction of the present distance of about 225 miles through the construction of a short rail link up of some 190 miles known as the Manitoba Inter Lake Region cut off located between Lake Winnipeg on the East and Lake Manitoba, Lake Dauphin and Lake Winnipegosis on the West and commencing at Wekusko, mile 81 on the Hudson Bay Railway to connect with the present C.N.R. rail terminus at Gypsumville, Manitoba.

THEREFORE BE IT RESOLVED that this Association do herewith urge upon the Dominion Government and the C.N.R. the immediate necessity of constructing this short rail link between Wekusko on the Hudson Bay Railway and Gypsumville on the Canadian National Railway at the earliest possible date. Carried.

McEachern-MacNeill:

WHEREAS it is the expressed desire of the Dominion Minister of Transport and the Dominion Government to assist in the Development of increased freight traffic shipments of export and import commodities via the Hudson



Bay Rail and Ocean Route to and from Western Canada from season to season in order to decrease the net annual operating deficit of the Hudson Bay Railway and Port of Churchill, and

WHEREAS it is thought that the best way to accomplish such an objective would be the appointment of an experienced freight traffic officer to contact and solicit shipments of such essential commodities by large Western firms via the Hudson Bay Route

THEREFORE BE IT RESOLVED that the Hudson Bay Route Association in meeting assembled do herewith urge the Dominion Minister of Transport to carry out such procedure at the earliest possible date. Carried.

McEachern-McIntosh:

That the Hudson Bay Route Association in Annual Convention has resolved that a full scale test of the Hudson Bay Route is required and that such a full scale test should be made in the 1948 shipping season via Churchill.

It is further resolved that for a full scale test of the Hudson Bay Route a minimum movement of 16 million bushels of wheat is required.

It is further resolved that in order to achieve a full scale test the co-operation and co-ordination of the United Kingdom Ministries of Food, Shipping and Supply, and the Federal Government Departments of Transport and Trade and Commerce are required.

Therefore, the convention requests that the United Kingdom Government Departments concerned and the Federal Departments concerned make a definite commitment now for the movement and shipment of a minimum of 16 million bushels of wheat in 1948 and that all necessary steps to this effect be taken now. Carried.

McEachern-Appelby: That the Hudson Bay Route Association operate a well-planned booth at the Class A and B Fairs, of which the model of the "Pennyworth" should form a part. Carried.

McEachern-Henderson: That a representative of the Hudson Bay Route Association accompany the 1948 Churchill Excursion and that tags and literature be provided for distribution to old and new members of the Hudson Bay Route Association who may be on the train. Carried.

McEachern-Hansen: That if satisfactory progress is not made in the development of the Port of Churchill and the Hudson Bay Route this year, a petition be circulated throughout the West so that the authorities may be made aware of the feeling of the people of Western Canada and the Maritimes concerning this matter.

McEachern-Hansen: That this recommendation be referred to Board of Directors for such action as they deem necessary. Carried.



# Join The Hudson Bay Route

## Association

### \$10,000 NEEDED

\$10,000 is needed to put over our objective this year. You can help us make the dream of a practical Hudson Bay route come true by taking out a membership in the Hudson Bay Route Association.

Personal Membership .....	\$ 1.00
Business Houses .....	5.00

#### Affiliated Membership

Rural Municipalities .....	25.00
Cities (minimum) .....	25.00
Towns (minimum) .....	10.00
Villages .....	10.00
Locals of United Farmers of Canada .....	5.00
<b>Co-operative Committees—</b>	
(Wheat Pool and Consumers) .....	10.00
<b>Boards of Trade—</b>	
Cities (Minimum) .....	25.00
Towns and Villages .....	10.00

For information, write to Mr. Frank Eliason, Secretary, Hudson Bay Route Association, 1-3 Imperial Bank Building, Saskatoon, Saskatchewan.

### “Buy British”



# On the Road to Hudson Bay

By C. W. Sampson, Saskatoon

On the Road to Hudson Bay,  
Where the Churchill holds full sway,  
You can hear the ripe tide rushing  
Past the Old Fort on the Bay.  
At Sloop Cove on the Bay,  
Where the ships of Hudson lay,  
The names and dates recorded  
Of explorers of the Bay,  
On the stones across the way.

## Refrain

At Churchill on the Bay  
You seem near the milky way,  
And you hear the northern lights  
Although a thousand miles away.  
On the road to Hudson Bay,  
Where the white whales sport and play  
And the tide comes in like lightnin'  
From the straits across the Bay.

On the Road to Hudson Bay  
Where the pine and hemlock sway  
And Kettle Rapids thunder  
High above the foam and spray.  
On the road to Hudson Bay,  
Where we transport grain and hay,  
You can hear the engines puffing  
Through Gillam on the way,  
Back and forth from Hudson Bay.  
(Tune: "The Road to Mandalay.")



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